

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include:

lands, or (3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following:

National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular AC93-31-26, Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas, defines the surface as the highest terrain within 2,000 feet laterally of the route of flight, or the uppermost rim of a canyon or valley.

Federal regulations also prohibit landings by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas:

EXTENSIVE MILITARY TRAINING ACTIVITY
CTC ALBUQUERQUE CNTR ON 1254
FOR ACTIVITY STATUS

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The map shows the study area in Japan. A yellow rectangle indicates the location of the prison. A blue line represents the coast, and a purple line represents the city of Oita. A scale bar indicates 1000 meters. A north arrow is also present.

VALLEY Pt
1478 - 24

A map of the Colorado Plateau region. It shows a network of roads and trails. A specific area is labeled 'Cactus Forest' with a dot indicating a 'water' source. A scale bar indicates a distance of 2000 units. A legend or key is partially visible on the right side of the map.

COOLIDGE (P88)
1574 °L 55 123.075
RP 17, 23

111°15'

PHOENIX

PHOENIX CHARTED VFR FLYWAY PLANNING CHART

Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

LEGEND

AIRPORTS
Paved Runways: NAME (NAM)
Unpaved Runways: NAME (NAM)
VOR: DLG 138.8
VORTAC: PPS 121.8
VOR-DME: KIP 110.7
NDB: DCW 262
NDB-DME: RMW 320

AIRSPACE INFORMATION
CLASS B AIRSPACE
CLASS B SURFACE AREA
EXAMPLES OF CLASS B AIRSPACE ALTITUDES
70: CEILING IN HUNDREDS OF FEET MSL
30: FLOOR IN HUNDREDS OF FEET MSL
MODE C (SEE F.A.R. 91.215(AIM))

CLASS C AIRSPACE
MODE C (SEE F.A.R. 91.215(AIM))
CLASS C SURFACE AREA
CLASS D AIRSPACE
CLASS E (etc) AIRSPACE

SPECIAL USE AIRSPACE
Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
Alert Area and Military Operations Area (MOA)

SUGGESTED VFR FLYWAY AND ALTITUDE
2600
6700
IFR DEPARTURE ROUTES
IFR ARRIVAL ROUTES

OBSTRUCTIONS (Selected)
2049
NAVIGATION REFERENCE POINT
N39° 56.32' W120° 36.91'
MOUNTAIN TOP OR PEAK AND SPOT ELEVATION
12256

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THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTES THROUGHOUT THE PHOENIX AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE PHOENIX AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

VFR TRANSITION ROUTES

THIS CHART ALSO IDENTIFIES VFR TRANSITION ROUTES IN THE PHOENIX CLASS B AIRSPACE. OPERATION ON THESE ROUTES REQUIRES ATC AUTHORIZATION FROM PHOENIX APPROACH CONTROL. UNTIL AUTHORIZATION IS RECEIVED, REMAIN OUTSIDE CLASS B AIRSPACE. DEPICTION OF THESE ROUTES IS TO ASSIST PILOTS IN POSITIONING THE AIRCRAFT IN AN AREA OUTSIDE THE CLASS B AIRSPACE WHERE ATC CLEARANCE CAN NORMALLY BE EXPECTED WITH MINIMAL OR NO DELAY. ON INITIAL CONTACT, ADVISE ATC OF POSITION, ALTITUDE, ROUTE NAME DESIRED, AND DIRECTION OF FLIGHT. REFER TO CURRENT PHOENIX VFR TERMINAL AREA CHART OF USER REQUIREMENTS.

PHOENIX CLASS B AIRSPACE

OPERATING RULES AND PILOT/WEATHER REQUIREMENTS: Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met, included among those requirements are:

- Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
- No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:

- The pilot in command holds at least a private pilot certificate or:
- The aircraft is operated by a student pilot who has met the requirements of FAR 61.95

- Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floor while within the lateral limits of the Class B Airspace.
- A transponder with automatic altitude-reporting equipment.

- NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure. However, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.
- FLIGHT PROCEDURES

- IFR FLIGHTS - Aircraft operating within the Phoenix Class B Airspace must be operated in accordance with ATC clearances and instructions.
- VFR FLIGHTS -

- Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
- Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequency.
- Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

- ATC PROCEDURES
- All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other non-radar procedures will be applied as required or deemed appropriate. Traffic information on non-radar procedures will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.
- NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC of compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.

- Feature normally used as checkpoints for controlling VFR traffic are emphasized on the chart or charts to be readily identified.
- Example: MOTOROLA PLANT

- The name shown is that used by the controlling person and is not necessarily the official name of the feature.



